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DEPT FOR PM/ISO AND AF/W

E.O. 12958: N/A
TAGS: [EAIR](#) [KREC](#) [MARR](#) [MOPS](#) [MR](#)
SUBJECT: AVIATION FEES WITH REGARD TO ASECNA MEMBER STATES

Ref: STATE 43720

1. Responses are keyed to Paragraph 6, reftel for the airports of ATAR (GQPA) and NOUAKCHOTT (GQNN) in Mauritania:

- IS THE AIRPORT OPERATED BY THE NATIONAL GOVERNMENT OR A NATIONAL GOVERNMENT AGENCY? (IF THE AIRPORT IS PREDOMINANTLY OR EXCLUSIVELY OPERATED BY ASECNA, PLEASE NOTE THAT SUCH IS THE CASE.)

Response: Both airports (Atar and Nouakchott) are operated by SAM (Socit des Aéroports de Mauritanie), assisted by ANAC (Agence Nationale d'Aviation Civile), a government agency under the authority of the Ministry of Transportation. SAM is a semi-private agency that handles the management, exploration and development of the airports. In Mauritania, airports are not predominantly or exclusively operated by ASECNA; this regional agency just handles issues related to the navigation security and airports safety.

- IF OPERATIONS ARE CONDUCTED BY AN ENTITY WHICH IS NOT CLEARLY THE GOVERNMENT OR AN AGENCY OF THE GOVERNMENT, HOW MUCH OF THE ENTITY'S FUNDING (ON A PERCENTAGE BASIS) COMES FROM THE NATIONAL GOVERNMENT?

Response: The Mauritanian State is a major shareholder of SAM; accordingly, about 51 percent of its funding comes from the Government.

- IF THE AIRPORT OPERATES ON A FOR-PROFIT BASIS, IS A PORTION OF THE REVENUES (NOT INCLUDING TAXES) RETURNED TO THE NATIONAL GOVERNMENT? IF SO, WHAT PERCENTAGE OF THE REVENUE IS RETURNED TO THE NATIONAL GOVERNMENT?

Response: Yes, if the SAM makes a profit, the portion of the revenues is returned to the government and is included in the government budget revenues. The percentage of the amount is the share of the government in the company and the amount is fixed by the Board of Directors (Conseil d'Administration) of SAM.

- IS THE ENTITY OPERATING THE AIRPORT SUBJECT TO DAY-TO-DAY OPERATIONAL GUIDANCE FROM THE NATIONAL GOVERNMENT?

Response: There are three entities involved in the airport operations: the SAM is the entity in charge of the commercial management of all aspects linked to the regular flights; ASECNA is in charge of managing the irregular flights, for example, an unscheduled flight; and ANAC is a government agency that prepares regulations, gives guidance and follow up their implementation. So, ANAC provides instructions and guidance to the SAM but not on a day-to-day basis, just when it is necessary, such as when some incident occurs or the government introduces some changes in the management rules or regulations. ANAC follows very closely SAM management procedures and the officials of the companies meet regularly to discuss about the ways of improving the airport management.

- WHAT PAYMENT METHODS ARE CURRENTLY ALLOWED OR REQUIRED BY AIRPORT AUTHORITIES FOR PAYMENT FOR EACH OF THE FOLLOWING: FUEL; PARKING

AND LANDING FEES; GROUND SERVICES; AND AIR NAVIGATION FEES. SPECIFICALLY, WILL AIRPORT AUTHORITIES ACCEPT THE DOD AIR CARD, A VALID FUND CITE, OR CASH FOR PAYMENT FOR EACH OF THE LISTED GOODS OR SERVICES. PLEASE BE AS SPECIFIC AS POSSIBLE REGARDING THE PAYMENT REQUIREMENTS.

Response: For fuel, the usual payment method at the airport is by cash in foreign exchange; there is one fuel company, Total, that accepts DOD air card. Fund cites can be used for fuel purchase through the Management Office of the American Embassy for USG official flights. For parking and landing, ground services, and air navigation fees, the payment is made through bank transfer to SAM bank account in foreign exchange, if it is a regular flight. For irregular flights, all fees are collected by ASECNA, in cash.

12. Post believes that that the OEF-TS SOFA in force with Mauritania is in line with USG policy as outlined reftel. However, ASECNA attempts to assess landing fees each time a USG official flight arrives here, and in each circumstance the case is resolved only after Embassy intervention at a high level.

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